



February 18, 2013

***Re: Transportation Coalition Proposal for CARB Cap and Trade Investment Plan***

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am submitting the CCJPA's support for the proposal submitted by the Transportation Coalition for Livable Communities to provide funding for sustainable community strategies.

This proposal is consistent with AB 32, SB 375, and the provisions of AB 1532 and SB 535 –and most equitably and effectively meets the transportation and greenhouse gas emission reduction goals of the state and local communities. We request that this proposal be considered for inclusion in the Investment Plan authorized under AB 32.

This proposal would ensure equitable allocation of cap and trade revenues from AB 32 to regional governments, under statewide criteria for evaluating greenhouse gas (GHG) impacts, to administer competitive grants to local entities, thus integrating livable community infrastructure, maintenance, and operations of the state's transportation system in order to maximize GHG reductions from neighborhood scale planning and combined projects rather than single purpose investments. This flexibility will allow regional transportation services (like the Capitol Corridor intercity passenger trains) and local governments to work together to meet their most critical, sustainable transportation infrastructure and maintenance needs consistent with regional Sustainable Community Strategy and GHG reduction goals, while also ensuring the most cost effective achievement of the state's goal of reducing these emissions from transportation.

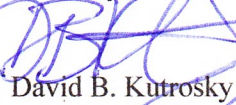
The CCJPA recognizes that California faces a significant funding shortfall to maintain our existing transportation system, much less provide the livable community investments to meet the challenges of increasing development in existing urban and other areas to meet the requirements of SB 375. To that end, we support the Transportation Coalition's proposal for combinations of transportation investments, including service and operating costs for public transport systems, road and bridge maintenance, retrofits for complete streets and urban greening, and clean technology infrastructure that is effectively integrated with land use changes to achieve the maximum greenhouse gas emission reductions from the transportation sector.

The Transportation Coalition's proposal provides the unique opportunity to leverage a statewide funding program that will utilize local innovation and flexibility and maximize greenhouse gas emission reductions and produce the best overall benefits for communities.

Finally, cap and trade revenue is public money resulting from the administration of AB 32, the Global Warming Solutions Act. It must be spent to implement that law. We believe the Transportation Coalition's proposal provides the most public and local community benefits while achieving the most cost effective implementation of AB 32.

The CCJPA respectfully requests the inclusion of this proposal in the AB 32 Investment Plan.

Sincerely,

  
David B. Kutrosky  
Managing Director

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**CAPITOL CORRIDOR  
JOINT POWERS AUTHORITY**

300 LAKESIDE DRIVE  
14<sup>TH</sup> FLOOR EAST

OAKLAND, CA 94612

(V) 510.464.6995

(F) 510.464.6901

[www.capitolcorridor.org](http://www.capitolcorridor.org)

cc: Capitol Corridor Joint Powers Authority Board of Directors  
Josh Shaw, California Transit Association  
Steve Heminger, Metropolitan Transportation Commission  
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